



October 2015

APA NEWSLETTER

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Aviators and Aviation Enthusiasts,

Welcome to the October 2015 Arizona Pilots Association newsletter. Fall has been slow in bringing in the cooler weather, but that hasn't slowed down the flying activity. The Payson Fly-in, Ramada Dedication Event for Eagle Scout, James Nebrig, was a huge success with many pilots and friends attending, lots of stories, burgers for lunch, and several Dutch oven dishes for the potluck dinner. The Bryce Canyon Get Away Flight proved to be very spectacular for those who participated. We have been busy working at Grapevine, performing improvements and preparing for the upcoming crack sealing. Mark Spencer has had some very encouraging meetings with our friends who manage the US Forest Service in Arizona, and is looking for volunteers the weekend of November 14th. We continue to sponsor a variety of FAAS team safety meetings and are planning on another presence at the Copperstate Fly-in October 22, 23, and 24. Don't forget to check out our calendar at www.azpilots.org for more activities that may interest you.



Have Fun, Fly Safe,

Tommy



Executive Director's Report

Jim Timm — August 2015

It's beginning to appear that fall is on its way with the mornings and afternoons becoming more tolerable for flying. With much anticipation on my part, the fun flying season is about to begin, while much of the country is looking forward to shutting down for the season, except those that enjoy ski plane operations. As we ramp up our flying operations, I hope everyone will also ramp up their safety awareness. So far this year, we have not had very many serious accidents, and I hope we can keep it that way.



The issue of having to cope with UAS, or drones, in the national airspace system is really heating up, and a lot of non FAA regulations are being considered or legislated around the country. Because of interference in fighting wild fires in California, legislation is on the Governor's desk permitting firefighters immunity if they "take out a drone" by jamming signals or any other means. A number of other states are also considering similar action. This present lack of concrete rules to regulate all the unmanned aerial vehicles, or drones, seems to be leading to chaos and dangerous close calls per some drone experts. The FAA appears to have the commercial use under control, but recreational use appears to be like the Wild West out there. Guidelines for use have been established, but getting compliance is problematic. I noted government and law enforcement have

been quietly testing ways to disable rogue unmanned aerial systems. Apparently they are developing technology to track and disable them. The Secret Service is testing systems to take down UASs after the personal quadcopter crashed on the White House lawn. Perhaps they should consult with the town of Deer Trail, Colorado. Their solution was simple, probably very effective, and inexpensive: drone hunting permits with a bounty attached. Perhaps I should have gotten one when they were issuing them,



but seriously, I hope the situation gets under control before someone gets hurt with one damaging an airplane or coming thru the windshield. If you do encounter a UAS where it shouldn't be, or you come close to one, please be sure to file a NASA report on it!

MISCELLANEOUS ITEMS

As many of you may be aware, Flight Watch on 122.0 MHz was discontinued on September 24, and 122.2 MHz or other area remote communication outlet frequencies should now be used for access to all enroute flight services including Flight Watch.

GPS testing is still continuing. This time at Ridgecrest, California, and again at Alamogordo, New Mexico, and these could impact us here in Arizona, including the Phoenix and Tucson areas. Again, advise ATC and us at the APA, providing the date, time, location, and altitude if a momentary GPS navigation problem is experienced.

This fall there is still going to be a lot of airport construction activity going on, not only in the Phoenix and Tucson area, but also around the state. Be sure to check for NOTAMs before taking off for another airport so you don't encounter a nasty surprise when you get there. Also, be sure to add TFRs to the items to be checked.

From a safety standpoint, runway incursions systemwide are still a problem. Please use care when taxiing and watch for the hold lines. The past Arizona aviation accident reporting period has unfortunately taken a downward turn in that the NTSB reported eight accidents. While this was the bad news, the good news was only two of the eight accidents involved injuries, and those were minor to serious in nature. See my October accident summary for the details.



THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The first Saturday of the month fly in breakfast at Coolidge Municipal Airport (P08) restarts this month. Due to health department issues, a lunch wagon vendor was used this month, leaving many unhappy. The Lions club will be back in business serving their own breakfast in November!
- The second Saturday of the month, Ryan Field (RYN) fly in buffet breakfast should be restarting this month. However, breakfast is available at the restaurant next door.
- The Falcon Field EAA Warbirds Squadron Breakfast on the third Saturday is restarting.
- The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)
- The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport has a new restaurant, Foxtrot Cafe, operating in the Terminal Building. They are open 6:30am to 2:00pm Monday thru Saturday, but on the last Saturday of the month they have a "fly in breakfast special" on the menu; the price for adults is \$7 and kids \$5.

Jim



Check with the [APA Getaway Flights program and online calendar](#) for fun weekend places to fly.



Grapevine Asphalt Preservation Program Update - GAPP

By Mark Spencer

Improvements for Grapevine!

Crafco, Inc, Manager Bryan Darling, Jason Raya, Tonto National Forest District Ranger, Kelly Jardine, and yours truly, right to left, meet to go over the asphalt repair needs for Grapevine Airstrip.

As we pointed out in last month's newsletter, while all of the progress, new shades, picnic tables, and portable bathroom are great, we can no longer ignore the steady degradation of the airstrip itself. 15 + years without maintenance is beginning to take a toll, and now retired Bureau of Reclamation engineer, Rodney Tang, who originally designed the Grapevine airstrip asphalt upgrade, tells us we are running out of time.



On Wednesday, September 16th, Rodney and I visited the Tonto Supervisor's office in Phoenix, along with District Ranger (DR) Jardine, and the new Payson/Pleasant Valley (DR) Debbie Cress. The meeting went well, and we received the go ahead and support to take action to preserve the asphalt at Grapevine! I can also tell you that the future of this incredible site is very bright! This is not only because of the long term commitment to its use by the USFS, but thanks to so many of you who have given of your time and finances!



District Ranger Kelly Jardine

We had roughly 17 people show up for the last serious work weekend to prep the cracks for sealing. It was the usual crowd that we see at most of our volunteer days around the state. The District Ranger working side by side with us was very encouraging, and I believe this is his way of showing his appreciation for what we've done here. We do need to see many more volunteers, unless we work these few diehards to death! The asphalt guys were nothing but impressed with folks like

Jim and Diane Wisda, in their late 60's, and Paul Pitkin and Charlie, both around 80, working so hard to save this gem! You won't be sorry that you helped to save Grapevine!

We'll be back at it, out there the weekend of October 17th with pressure washers and picking tools. Lunch is always included, and even if you can work a morning, or an evening, every minute helps! Everything is leading up to the weekend of November 13th, 14th and 15th as the big crack sealing event. Crafcro will be hauling their rigs out there and providing two men to train and help us, but *we must have enough hands to rotate crews every thirty minutes or so.* Cotton clothing, long sleeves and pants, leather shoes, gloves, and safety glasses are a must. *We cannot afford to run short on volunteers that weekend, so please make a commitment to help by sending an email to me at mspencer@AZPilots.org!* We are hoping for a few folks from NM as well. We'll send you specific instructions, when, where, and what you'll need.

Last, but certainly not least, thanks to a commitment made today by fellow pilot and APA member, Alan Otto, owner of Otto Trucking, we've solved the problem of moving 20 to 30 thousand pounds of material to the site. One of Alan's trucks can move it all in a single trip. Thanks Alan!!



So let's talk finances again. I am happy to report that financial support has been very strong! We've received donations from other aviation organizations, including the RAF, and the NM Pilot's Association, and we are enjoying very generous individual donations. At this point we are only short by a few thousand dollars. Every donation counts, so please send any donation you can afford, noting Grapevine Fund in the memo field. The APA is a 501c(3) organization and your donation is tax deductible. No one in the APA receives a salary, so 100% of your donations and dues go to the mission!

Our mailing address is

Arizona Pilot's Association
PO Box 61242
Phoenix, AZ 85082-1242

You can also donate through our web site www.AZPilots.org

Our financial goal is to collect enough to complete surface sealing after the crack sealing, and that is necessary to ensure that the asphalt lasts long into our future.



APA Pres. Tommy Thomason and
Supporter, Jeff Wilson

I'll also say again that we may never have an opportunity as has been presented to us by Crafcro Inc. located in Chandler, AZ. Not only has Crafcro generously offered us the crack sealant at near cost, about 1/3rd the price of retail, but when they discovered that we would do the work with an all-volunteer team, using home built equipment, they now have also donated the use of two of their 250 gallon double burner oil bathed systems, air compressors, along with two Crafcro volunteers, including the location manager, Bryan Darling, **AT NO COST!** What this means to the Arizona pilot community is that we'll be getting roughly \$45,000 - \$50,000 *I've been corrected*, Approximately

\$100,000 worth of crack sealing, necessary to save the incredible Grapevine airstrip, for the cost of wholesale material alone!

JOIN US IN SAVING GRAPEVINE!

RSVP to Mark at mspencer@azpilots.org

October, 2015

Friday, October 16, 2015 - Sunday, October 18, 2015

[Grapevine Monthly Fly-In Weekend](#)

November, 2015

Friday, November 13, 2015 - Sunday, November 15, 2015

[Grapevine CRACK SEALING WEEKEND](#)

Friday, November 20, 2015 - Sunday, November 22, 2015

[Grapevine Monthly Fly-In Weekend](#)

December, 2015

Friday, December 18, 2015 - Sunday, December 20, 2015

[Grapevine Monthly Fly-In Weekend](#)



Grapevine Thanks!

Have any of you enjoyed the new and very nice shades at Grapevine? If you have, there are many folks to thank for these, but among those who gave the most was APA member Carl Guilliams! Carl utilized his equipment and crew, on his own dollar, to install these shades. That meant excavation, concrete work, and then transportation and installation of the shades! As a token of their thanks, the RAF, www.theRAF.org, sent a beautiful back-country vest for Carl. We were finally able to catch up to this fast moving fellow at Payson during the last event and pass along that gift. Thanks Carl!!

Mark



Payson Municipal Airport Eagles Landing Pavilion

By Marie Fasano

On September 26, 2009, James Nebrig, his Dad, Ken and Mom, Lorrie relaxing at one of their favorite family activities, camping at Payson Airport, found themselves suddenly pelted by a torrential monsoon. They fled to the only shelter - the bath house.

"Why don't they have a cover from the rain?" asked six year old James.



Finally, on September 26, 2015 the Nebrig family showcased the shelter at the campground, *Eagles Landing Pavilion* dedicated to the Aviators and Airport Campers of Arizona.

Dad, an airline pilot and Mom, a private pilot, brought James on all their airport camping trips.

"He has been flying since he was 3 weeks old." said his Mom.

One of their favorites remains Payson Municipal Airport, the only airport in Arizona that has a fully equipped campground with hot showers, restrooms, camping spots, and fire rings for visitors.

The Arizona Department of Transportation–Aviation Division developed the campground over 20 years ago with a grant paid for from aviation fuel taxes at no cost to the taxpayers.

James remembered all the good times he had camping at Payson Airport. As he progressed in the Boy Scouts, with Troop 7006 in Prescott, he decided this would be his Eagle Scout service project, to build a Ramada at the airport so folks flying into Payson would have shelter.

An Eagle Scout remains the highest advancement rank in the Boy Scouts. To be an Eagle Scout one must pass six levels and earn 21 merit badges in such areas as First Aid, emergency preparedness, and citizenship in the community. They must also must plan, develop, and give leadership to a service project from concept to completion.

Airport manager, and our new town manager, Laron Garrett, assisted with getting town approval for James' project. Laron



knows about Eagle Scouts. He presides as advancement chairman for Eagle Scouts Northern Gila County District of the Boy Scouts of America.

"Typically", Laron said, "the scouts are 14 - 15 years old when they become Eagle Scouts. At 13, James Nebrig is one of the younger boys to successfully complete his project."

When asked how he progressed so quickly as an Eagle Scout, James said. "By working hard and I had great parents. There are scouts who drag it on and those who want to get it done and go, go, go. That's me."

"When he started, I don't think he understood the magnitude of the project." said Lorrie, his Mom.

James acknowledged, he had advice from his Dad, who is a handyman, and Mom, the "grub master" who fed all the volunteers.



It was a few years in the planning. They initially spoke with Beth Meyers, more recently with Ray Law, Airport Coordinators. Once he got started, James located public domain plans on the internet and began planning the shelter.

Ken, his Dad, said, "It took three trips in the family airplane to meet with the Public Works Department in Payson to approve the plans and begin construction." James spoke with folks in the building department.

James knew the town had no funds to give to the project. He went about raising about \$7000

in money and supplies from pilots, air campers, friends, and local vendors in Payson and Prescott to build the shelter. Mom drove him to many stores. In his Boy Scout uniform, he went alone into the stores, explained the project, and asked for donations. No one refused.

As project coordinator, James supervised an all volunteer crew of pilots from around the state of Arizona and scouts in surveying, digging footings, pouring 9000 lbs of concrete, spreading 24,000 lbs. of rock, and then erecting the shelter - quite a feat for a 13 year old!





Ray Law and Dennis Dueker from Payson Airport showed up on work days with help and donuts for all the volunteers.

Saturday, Sept 27, six years to the day, when James first wondered why Payson airport did not have a shelter, over 65 pilots and friends from the American Yankee Association, Arizona Pilots Association (APA), Recreational Aviation Foundation (RAF), and the Payson Pilots Association (PPA) came to a barbecue the family provided at the new *Eagles Landing Pavilion*. Tommy Thomason, APA President, and Mark Spencer, RAF Arizona State Liaison, gave James letters of appreciation. Hawkeye

Matthews, PPA President, gave him an aviation book to say "Thank You, James." We now have a fantastic shelter at Payson Municipal Airport campground for pilots to enjoy our beautiful Rim country.

Marie



Numbers Do Count!

By Mark Spencer

You've heard the phrase, "numbers count," and in our case they really do! There are about thousands licensed pilots in Arizona, and only a fraction of those are members of the Arizona Pilot's Association. I cannot tell you how many times I've been asked, in fact it is often the first question by politicians and government folks, "How many members do you represent?" I remember the day, just two years ago when the, then State Land Commissioner, Vanesa Hickman, explained to John McKenna, President of the Recreational Aviation Foundation, and myself, that the reason she could keep aviators off state trust lands, and not the OHV crowd, was basically the numbers! She explained that if she tried to shut trust lands down to the OHV crowd, they'd "make a big noise here at the capital; there's a lot of them." Just last month, while meeting with Congresswoman McSally's office, a staffer asked, "How many members does the APA have?" This is a legitimate question for a politician, their time is extremely limited, and they need to know how big of a group is asking them for help or support.

While our state organization has more than doubled its members in the last few years, we still have a long way to go. We've contemplated the usual approach, mailers to aircraft owners and such, but there's one surefire way to grow our numbers and our clout, and that's with your help! If each of our members would share our work, our [website](#), our [facebook page](#), and encourage just one other aviator friend to join the APA and our mission, we'd double our numbers in a single year!

So, please remember this when hanging out at the hangar, or attending a breakfast or other aviation event. Simply ask, "Are you a member of the APA? I am, and this is why.....Numbers do count...."



October Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late August thru late September. When all detailed accident information becomes available, the APA will attempt to use it to develop safety programs and briefings that should help pilots learn from the mistakes being made by others and prevent similar accidents from happening to them.

From a flight safety standpoint, this reporting period has been both good and bad. The bad news is that the number of accidents has dramatically increased; however, the good news is that there have not been any fatalities and the number of injuries has been minimal. Of the eight accidents reported by the NTSB this period, a balloon accident involving eleven persons resulted in only one serious injury, and a helicopter accident involving two people resulted in one minor injury. In all the other cases, no injuries were reported. Unfortunately, of the accidents reported, one was devoid of information. The only good thing is that this was most likely not serious in nature regarding injuries.

Accident Date: **Friday, July 31, 2015**
Report Dated 8/26/15
Title 14 CFR Part 91
Location: Peoria
Aircraft Type: ULTRAMAGIC N250 (Balloon)
Injuries: 1 Serious, 10 Uninjured

BASKET TIPPED OVER BY WIND AFTER LANDING

Accident Date: **Monday August 17, 2015**
Report Dated (8/31/15)
Title 14 CFR Part 135 (Air Taxi & Commuter)
Location: Page
Aircraft Type: Quest Kodiak 100
Injuries: 6 Uninjured

LOSS OF CONTROL ON TAKEOFF

Accident Date: **Thursday, August 20, 2015**
Report Dated 9/25/15
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Stinson L 5E
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

Accident Date: **Thursday, August 27, 2015**
Report Dated 9/3/15
Title 14 CFR Part 91
Location: Scottsdale
Aircraft Type: Cirrus SR22
Injuries: 3 Uninjured

NOSE GEAR COLLAPSED UNEXPECTEDLY

Accident Date: **Tuesday, September 1, 2015**
Report Dated 9/16/15
Title 14 CFR Part 91
Location: Hayden
Aircraft Type: Lancair Super ES
Injuries: 1 Uninjured

POWER LOSS IN CRUISE FLIGHT

Accident Date: **Thursday, September 17, 2015**
Report Dated 9/25/15
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Douglas A4N
Injuries: 1 Uninjured

GEAR UP LANDING

Accident Date: **Wednesday, September 23, 2015**
Location: Show Low
Aircraft Type: Cessna 305A
NO INFORMATION AVAILABLE

Complete details on any of the above accidents can be found on our website here:

<http://azpilots.org/news/17-safety/50212-accident-summary-october-2015>

Everything you wanted to know about Drones...

By Dave Fleming

UNMANNED AIRCRAFT SYSTEMS (UAS)

There's lots of 'opinions' out there about drones but here is the 'gospel' today ... according to Public Law 112-95

UAS drone operations are for hobby or recreational purposes only

Individuals flying for hobby or recreation are encouraged to follow the following safety guidelines:

- Fly below 400' AGL and remain clear of obstacles
- Maintain visual line of sight
- Do not interfere with aircraft operations
- Check NOTAMS and comply with TFRs
- Avoid Prohibited and Special Flight Rule Areas
- Do not fly within 5nm of an airport unless you contact the airport and control tower
- Don't fly near stadiums
- Do not fly an aircraft that weighs more than 55 lbs



The statutory parameters of a model aircraft operation are outlined in Section 336 of Public Law 112-95 (FAA Modernization and Reform Act of 2012). Individuals who fly within the scope of these parameters do not require permission to operate their UAS however any flight outside of these parameters requires FAA authorization.

Bryce Canyon Weekend Getaway

August 22 Fly-In

By Brad Lawrence



Flying out of the Phoenix Valley to the high country of the Grand Canyon and Bryce Canyon is always a treat. The 300nm jaunt was the perfect distance to enjoy a pleasurable ride, and then upon opening the door of the aircraft, to feel the moderate air temperature of the high country. Bryce's 7,500' field elevation, along with the above normal temperature, presented a sobering density altitude which encouraged the pilots to keep the power up on approach.



Early in the day the winds were very calm, which allowed for a smooth ride all the way up. Some pilots took the published route over the Grand Canyon, which doubled their pleasure. By listening to the commercial sightseeing traffic call out check points on 120.05, you knew the canyon was busy and why they call out. I noticed that the three airports, Bryce, Page and Escalante, are close to each other and all use the same CTAF, maybe to keep the sightseers aware of traffic in all directions.



The center of accommodations, Ruby's Inn, is at the base of the park. Most establishments in the immediate area seem to be associated with Ruby's.

This hotel / motel / restaurant / gift shop / personal service center complex has something for everyone. It doesn't offer fine dining, but the restaurants have plenty of delicious food. Most travelers visiting the park arrive by car, and

some out of Las Vegas in chartered buses. Most of Bryce Canyon's features and sightseeing points are located within the National Park, so right out in front of Ruby's is the park's shuttle service stop. Purchasing a week pass for your group will get you into the park and enable full access to the shuttle service that runs all day and every 10-15 minutes. They have a visitor's center, fine dining lodge, and several hoodoo amphitheater stops on the shuttle route. This was much better than taking our car into the park...what car? We flew here, remember?

Flying in from the south we passed directly over the Bryce Canyon and had plenty of time and room to make a few turns and get some awesome snapshots.



Bryce Canyon looking west



Bryce Canyon looking northeast

I find the geology in this canyon a little more interesting than that of the Grand Canyon, even though the latter's topography is daunting. In the Bryce Canyon Park there were rangers aplenty helping everyone around and giving small group presentations of the park's history, geology, and culture. We learned that a thin crust of earth stays on top of the red soil, and when this crust material disintegrates from the rain and snow, eroding the red soil vertically, which leaves small pieces of this crust protecting a spire of red soil which is called a hoodoo. As the bulk of a plateau erodes into hoodoos, the area creates an amphitheater.



Grand Canyon National Park looking north and southwest from the Page area.



Hoodoos in the canyon. Notice the white crust material atop the hoodoos on the right.

In actuality, this park is changing shape constantly and there are photos from a short time ago and a long time ago, which compared with today's features, you can see there's a huge difference. Slowly the canyon's northwest wall is eroding and creating magnificent amphitheaters peppered with thousands of hoodoos. Somehow as you look down into the narrowest of hoodoo crevasses, you can see pine trees rising from the floor inching their way upwards.



Looking deep into the canyon, there seems to be another world of detail.



As the pigment of the red soil making up the hoodoos is rinsed out by the rains over time, the soil becomes white. Walking into the canyon is a new experience, having the hoodoos and trees shroud you in silence. This is a real 3D experience. There are several trails throughout the canyon/park that we walked. Some are short and level, half mile or so, and some are much longer with challenging elevation changes. There are trails for everyone. During the trail inclines, most people would take a break every few hundred feet to look around and catch their breath – I forgot we were at almost eight thousand feet above sea level.

Hiking trails near the rim of the canyon.



As Native Americans were a big part of this territory long ago, we saw evidence of their homes.

Cave dwelling openings were apparent as you look into the amphitheater from Rainbow Point, for example. *(Photo Bottom Right)*

Brad



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark Mgr: Peter Hartman (928) 626-7207	Prescott	12	
Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
Flying J Ranch Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
Hangar Haciendas Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
High Mesa Air Park Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Indian Hills Airpark Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
La Cholla Airpark Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
Mogollon Airpark Admin: Cheri Thomas (928) 535-3071	Overgaard	60	
Montezuma Heights Airpark Mgr: Glen Tenniswood (928) 274-1233	Camp Verde	43/44	
Moreton Airpark Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	
Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008	Paulden	4/25	
Ruby Star Airpark Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Skyranch at Carefree Mgr: Tommy Thomason (602) 708-2040	Carefree	20	
Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

Short Final

The following articles contain content that is not necessarily the opinion of the APA.

Escape to Escalante, UT

By Tim Greer

Here's a spot to put on your Arizona Pilot Bucket List: Escalante, UT (1L7). At 245NM from Phoenix, Escalante could be the perfect breakfast run, or a great weekend getaway. Escalante is a cute little town, steeped in Mormon history, surrounded by incredible parks and scenery. There are outdoor activities galore: hiking, biking, rafting, fishing, ATVs, & more. While



there are some winter activities, it's worth noting that the town pretty much shuts down for the cold months.

The Escalante airport (1L7) is a remarkable public airport with amenities that are bound to make it a fly-in favorite. At an elevation of about 5,700 ft, the 5,000 x 60 foot paved runway is in great shape and plenty long for any high-DA summer day. The airport now has its own **self-serve fuel** and a **courtesy car!** There is a wonderful **pilot lounge with a shower and Internet with WiFi**. The on-site **Paul Bowmar Memorial Campground is free**, and

there's an incredible new **Cook Shack, with running water, electricity, a BBQ, refrigerator, and a microwave!**

If you'd rather not "rough-it," Escalante has several boutique Bed-n-Breakfasts and motels. The rustic, but modern and clean, log cabins in town are an inexpensive favorite. The few restaurants reflect the town's small size, but expect some great food and friendly people.

Escalante would make a great home-base for some of the best flight-seeing in the world. Within an hour's flight you can visit Bryce Canyon, Zion, Lake Powell, Monument Valley, the Grand Canyon, the Grand Staircase, Marble Canyon, and countless state and federal parks. Also within a short flight are Sedona, Winslow, Meteor Crater, and Flagstaff. Even southern Colorado locations like Cortez or Durango are within striking distance.

Tim



GAARMS Report: October 2015

By Fred Gibbs



“*LADY LUCK*” still continues to smile on the GA community here in Arizona! We are still at the “ONLY ONE FATAL ACCIDENT” rate so far state-wide for 2015, and only two out-of-state fatal accidents involving an Arizona-based pilot. Whatever you are doing, keep doing it! Just in case you were wondering, I did not include the military accident that occurred down in Yuma – GAARMS only deals with GA accidents.

Whatever we are doing, it is working. You always hear me say “If you are NOT part of the (safety) solution, you may just be part of the problem.” What could be causing this great period of safety?

Are we just getting better at flying? Or are we just lucky this year? Maybe our flying hours are down, so our exposure is less.

There has been a huge influx of technology into GA over the past several years, like ADS-B for traffic and weather awareness, the growth of flight following and the safety that it brings, the new 406Mhz ELTs, the advent of SPOT and SpyderTracks for electronic flight following, and enhanced Search and Rescue processes and procedures, personal locator beacons, etc. All good things, but then monsoon season was NOT so kind to us, with some wicked weather in the valley.

Mother Nature damaging and destroying several aircraft at Chandler, and treated us to torrential rains, dust storms, and strong winds, but we survived all that with no fatal accidents. We have about 90 days left in 2015 – please continue to do whatever you are doing and we can make this the safest year I have ever seen, and leave me with not much to say at GAARMS 2016!



Effective this month, there are several new changes coming out from the FAA that affect all of us who use flight service –

First, Enroute Flight Advisory Service (EFAS) – commonly called Flight Watch - has been eliminated as a separate service, and the associated frequencies, 122.0 and all of the discrete high altitude frequencies, have been, or will be, decommissioned. Flight Watch was specifically intended to provide current, live weather for aircraft in flight by specially trained FSS specialists. Now, all FSS specialists have been trained to provide this service, and this service will be available over standard FSS frequencies.

Second, the emergency frequency, 121.5, is being moved out of flight Service into ATC facilities, resulting in responses to any emergency calls on 121.5 being answered by either air traffic control towers, TRACONS or Centers. Most of the facilities involved in this change will be radar equipped facilities to quickly locate and assist anyone calling for help. The advent

and equipage of ADS-B is a big player in this change.

Third, Hazardous Area Reporting Service (HARS) is also eliminated. Did you know Flight Service even provided this service? Well, if you flew over the Everglades or the Great Lakes you might be familiar with it, but it does not exist out here in the west except for maybe up over the Rockies. It was a service you participated in by requesting it from flight service, then making position reports every 15 minutes or as prescribed by flight service. Now -a-days almost everyone uses flight following. That service is provided by ATC using radar. You get a specific transponder code to track you on radar, thus enabling faster, more precise Search and Rescue should you need it.

Last, Airport Advisory Service (AAS) and Remote Airport Advisory Service (RAAS) will be discontinued at those 19 or so non-towered airports where it has been provided in the past. This service was voluntary only, was a left-over from the old, old days, and minimally used, thus is being eliminated. Impact will be nominal if barely noticed at all. Standard non-towered airport operations and procedures will be employed in place of AAS or RAAS.

None of these are earth shattering. This will provide better service now and allow for the modernization of flight service in the future, and that modernization and transformation of flight service is on the very near horizon. The future flight service will NOT be your fathers' flight service – it is in for a major transformation, so stand by!



On the subject of safety, there are two very interesting WINGS safety programs in the month of October – the first one over in Mesa on Saturday, October 10th, at ASU's campus. It is on drones or, if you prefer, unmanned aerial systems, and the 2nd, up in Flagstaff on October 17th, will talk about "When should I declare an Emergency" and "It has been 11 months since my last annual – is my airplane still airworthy?"

For those of you that fly to the north country – you know, up here in Flagstaff – you do realize that winter is coming, right??

Those of us who live up here certainly do

recognize the change is coming, as late night temperatures are already down in the 40's. With winter comes a whole lot of flying – and landing – issues. If you plan to fly north this season, you need to consider not only the weather, but the entire environment, i.e., temperature changes and dressing accordingly, aircraft protection, like covers, removing wheel pants, oil cooler covers,

brooms and scrapers to clean off your aircraft, and even engine heaters. If you would like a winter flying safety program at your local airport, simply contact APA via webmaster@azpilots.org. You can connect with me through the Safety Program Director, or you can contact me, Fred Gibbs, at 410-206-3753 or email me at fredgibbs@npgcable.com. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



Should you desire a safety program at your local airport, simply contact APA via info@azpilots.org. You can connect with me through the Safety Program Director, or you can contact me, Fred Gibbs, at 410-206-3753 or email me at fredgibbs@npgcable.com. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like!



Don't come to a safety program by yourself. But don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new. We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in. We never complain when a program runs out of chairs!!!

A big thank you to our Corporate Sponsors!





High Tech Flying

Authored by [Robert Littlefield](#)

Glass cockpits, NextGen, iPads, drones -- these and other advances of the Information Age are revolutionizing aviation. **High Tech Flying** examines how these advances are impacting aviation and gives pilots the tools and knowledge they need to fly safely and efficiently in this new environment. **High Tech Flying** explains these technologies in plain English and from the pilot's perspective, and explains how they work together to create a new way of flying in the Information Age.

The first chapters examine two technologies which have really "taken off" in the last five years - NextGen and personal devices such as tablet computers and smartphones. Next **High Tech Flying** examines "The Glass Cockpit Revolution" - how it happened, what it means for pilots, and how to use glass cockpit technology to fly safely and efficiently. It

includes chapters on "Mastering the Glass Cockpit" and "Flight Planning In the Information Age."

It is vital that flight instructors understand these advances, not only because they fly in this environment but because it is their job to communicate this knowledge to the pilot community. That is why **High Tech Flying** includes a chapter on "Flight Training in the Information Age." Because checklists are a vital part of flying safely and effectively in the Information Age **High Tech Flying** dedicates a separate chapter to their creation and use. **High Tech Flying** concludes with a chapter on "The Future," which tries to predict where the on-going digital revolution will take aviation.

High Tech Flying is available online at [Amazon](#) as a paperback or as a Kindle e-book, and in many pilot shops around the country. For more information please visit our website at www.hightechflying.com.

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Pegasus Breakfast Fly-In

Supporting HopeKids <http://www.hopekids.org/>

All proceeds go to support HopeKids Saturday October 31 2015 6:30 — 10



When: - Saturday 10/31/15 6:30—10:00 am.

Pancake breakfast on site - Take Home free Pumpkin!

Where: - Pegasus Airpark — 5AZ3 (Queen Creek Az.)

Bring your plane for the families from HopeKids to see.

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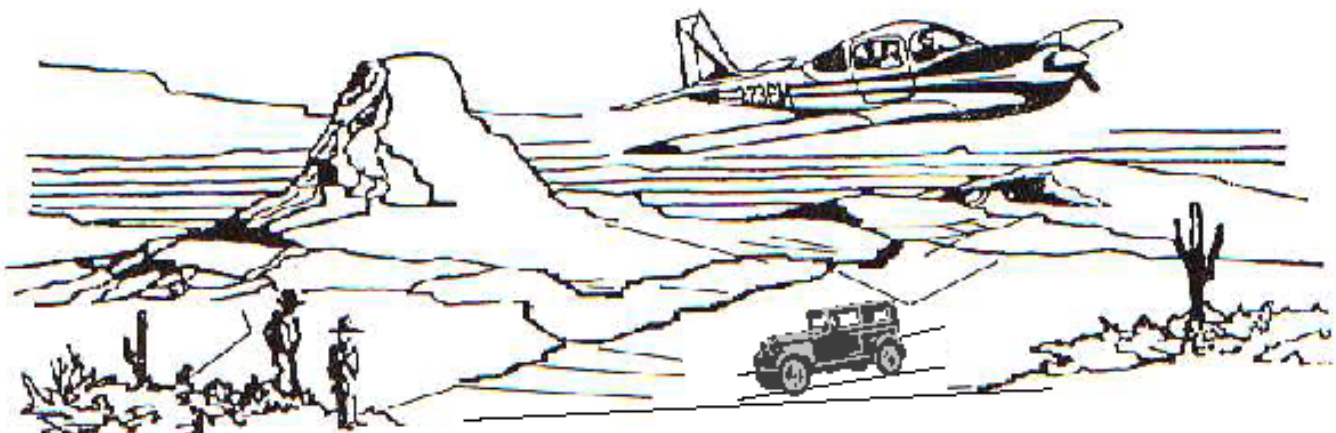
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Fly Like a Young Eagle
SATURDAY, NOVEMBER 7
7:30 – 11:00AM

Sierra Vista Municipal Airport
2100 Airport Ave

FREE

Have your kids become "Young Eagles" at the Sierra Vista Municipal Airport. The first 200 children, ages 8-17, can take an exciting airplane flight for free! This event will also feature aviation displays and a pancake breakfast.

Pancake breakfast | 7:00 – 10:00AM

\$5 Adults

\$3 Children under 12

Each child must have a signed permission slip from a parent or guardian to become a young eagle.

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APA Website

Please visit our website for the latest information.

www.azpilots.org A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

APA is a completely voluntary organization. It survives on membership dues and sponsor revenue. One of the highlights of the organization is the Website. Stefanie Spencer manages the complete Website on a continuous basis. Leave email for Stefanie:

Webmaster@AZPilots.org



Stefanie Spencer— Webmaster

Newsletter Contributors

Article Deadline

20th Editor reminds "The Team" to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor:

Newsletter_Editor@AZPilots.org

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



New pilots welcomed!



Writers welcomed!



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